



B.A.R.G. NEWS

OFFICIAL NEWSLETTER OF THE BALLARAT AMATEUR RADIO GROUP INC.

Volume 21 Issue 7

VK3BML

AUGUST 1998

Don't wait to read about it !



Come along to the
BARG Annual Meeting
August 28th.

2 98/08

BITZ & PIECES



BEST WISHES.

Our best wishes to Wendy VK3HWK. We wish you a very speedy recovery.

MOWING ROSTER

September	Gordon	VK3FGC
	Dick	VK3LDC
October	Bud	VK3AAP
	Doug	VK3VBA
November	Ken	VK3VCW
	Bob	VK3BNC
December	Les	VK3JEM
	Stephen	SWL.

75 YEARS AGO. (From the Ballarat Courier Aug 1st 1998)

The Ballarat Amateur Wireless Club is going ahead with remarkable rapidity, and expects a great accession of strength from the establishment of headquarters at the YMCA Hall, where wireless fever has begun to develop.

WANTED TO BUY.

Power Supply – 240V / 13.8V Reg. 10 to 20 Amp.
Contact Dick VK3LDC. on 5330 1927

FOR SALE

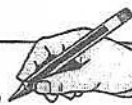
YAESU FT411 2M. Hand Held Txcvr. S/N 9L16257H with manual, Grey case, Speaker Mike. Charger, Belt clip and Car Door Bracket. In excellent condition. Little use. \$290.00

Contact Dick VK3LDC ☎ 5330 1927

NOMINATION FORMS

SIGNATURE OF NOMINEE:

Stormin' No

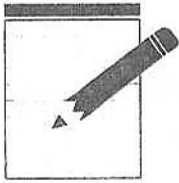


A REMINDER TO WOULD BE NOMINATORS.

Please ensure that the Nomination Form is correctly filled in and includes not only the person seconding the nomination, but also the signature of the Nominee, to comply formally with our constitution.

Geoff VK3ADB – Hon Sec.

(I apologise for the oversight in the omission of the required "dotted line" for the "Nominees Signature" on the above forms. – Ed.)



The Minutes



MINUTES OF JULY MEETING HELD ON 31 ST. JULY 1998

Here we are again with our President Mary warmly welcoming us to the monthly meeting. A special welcome was extended to New Members and best wishes passed along to those unable to attend due to illness.

APOLOGIES were presented on behalf of the following members:

Tom VK3DMK, Wally VK3GMM, Dennis VK3NAY, Ted VK3NIZ, Jim VK3CFB, and Stan VK3SE.

Moved AAP/RPC.

MINUTES: It was moved Murray VK3AAI and seconded by Bob VK3BNC that the minutes as circulated be accepted.

CORRESPONDENCE: Mail from several Sister Radio Clubs: EMDRC, HBARC, IARS, and FRMPK.

Magazines from : QST. VHF. and Amateur Radio.

Letter forwarded to Skill Engineering thanking them for their hospitality. Moved Clem VK3BVI. / Ian CIS.

TREASURER'S REPORT: Murray AAI our Treasurer then presented his report and moved that the following accounts

be paid:	Spit Roast Dep.	\$51.00
	Auction proceeds to F.Fowler	\$94.20
	Newsletter postage	\$31.95

Auction proceeds (G.Cornell) \$137.50

Seconded Reg VK3CAZ

TECHNICAL: RPC on test at QTH of VK3KAY Doug.

NET: Congratulations to Clem VK3BVI on his First Birthday as Net Announcer / Co-ordinator. 12 months of "spit and sputter" on the mike, verified by a (wait for it) 18 ckeck ins. Yes folks – 14 locals and 4 Interstate , leaving the Western Zone aghast! Is this the great "check in challenge ?" Incidentally Ballarat is the host club this month. Keep it up Dick – will victory soon be within your grasp ?

SCRAMBLE: Yes Reg we note your needs – Bad Mannered Interrupters please respond !!! 2 weeks to competition end.

AMENITIES: Betty, Shelagh, Shirley and Mary "Quads" and wanting housekeeping allowance. Moved FGC and seconded CAZ that the above group be allocated \$100.00 toward the purchase of sundry amenities.

PHOTO QSL PROJECT: Project well under way with pleasing results – some even flattering. Tnx Doug.

GENERAL BUSINESS: Positive and pleasing contributions to Antenna System under way. Technical to cast fatherly eye on project.

Recognition of members contribution proposal – Member of month. – Esteemed Member. Several suggestions discussed at length with possible variations, provoked the following motion, to wit : "Discussion to be deferred f or 1 month to allow further thoughts on matter to be considered." moved Bud AAP / Reg CAZ.

"Procedural Motion" (or whatever that is – Sec.) from Gordon FGC.

SPIT ROAST: Mmmmmm! keep an eye on the calendar.

NOMINATION FORMS for forthcoming Vacancies. Moved Geoff ADB / Seconded Daryl XDQ that nomination forms include approval signature of nominee.

CORRESPONDENCE from BCC Airport Management Committee discussed at length.

PRESENTATION to club of an Honour Board by Les VK3JEM. A splendid job – looks great on the wall.

Many thanks Les. Further addition of names to cost \$12 per line.

FUND RAISING Sausage sizzle and raffle discussed and referred to Committee.

HI-SPEED LINK Motion from floor to sell unit lapsed because of no seconder to motion.

MEETING closed at 8.55 pm. NEXT MEETING – AGM on 28th AUGUST.

Have a great month, cheers Geoff VK3ADB.

Email – smith@sebas.vic.au

FINALLY – "Waiter there's a dead fly in my soup !" - "Yes Sir,I suspect it's the hot water that kills them ! !"

FINALLY – FINALLY A Special thank you to our President Mary for inviting our guest speaker John Emery who gave us an informative and somewhat frivolous insight into the art of Motor Racing. A great night followed by a beaut supper. You've done it again Mary !



The President Reports on "The Year that was".

It was, I must admit, with much fear and trepidation that I accepted the nomination for President. Thirteen months appeared an eternity, but suddenly the AGM is approaching very quickly, and I find I am in a position where I need to review the activities of this period.

The highlight, I felt, related to the leasing and the subsequent modification of the premises. Members have worked hard to achieve a set-up and an atmosphere, both of which are not only the envy of visitors, but are attracting more members, many of whom appear reluctant to depart. (e.g. 11.20 pm after the last meeting.) Perhaps the next step is 'bed and breakfast'. Some members who, for various reasons have been unable to wield a hammer, paint brush etc., have contributed in other ways. One such contribution was unveiled at the last meeting – a magnificent Honour Board crafted and donated by Les VK3JEM. It met with the acclamation of all present. Many thanks to all members – you have a right to be proud of your efforts, your contributions, and your enthusiasm. I know that I am.

A further highlight was the "Hamvention" one of our most successful. Congratulations to Tom VK3DMK, Chris, the XYL's and all who assisted.

Support of "Jamboree of the Air" continued when at the request from the 7th. Ballarat Scout Group, an Amateur Radio Station was established enabling a number of groups to make contact.

Most clubs have their ups and downs. The big "down" for us was the passing of George VK3DOK, our esteemed friend and member. George and his contribution to the Group, will not readily be forgotten. As part of a mark of respect, the junk sale with which his name was synonymous was renamed "The George Fowler Memorial Auction". For the first time it was held on a Sunday, with feedback being very positive. Many thanks to all who assisted, contributed and bought.

The 2 M. scramble – or shamble, as I have heard it called, and the Club Net, continue due to the efforts of Reg VK3CAZ, Daryl VK3XDQ, and Clem VK3BVI, and Dick VK3LDC reports back regularly on the Western Zone Net.

Tom VK3DMK despite his involvement with the Hamvention and the Technical side, has been busy with the Novice classes, and Richard VK3JFL and various examiners, with the subsequent examinations. The efforts of all are much appreciated, as are those of Gordon VK3FGC and John VK3CFH who continue with the all important WICEN programme.

The valuable contribution throughout the year by XYLs will, I am sure, continue especially through recently formed Amenities Sub-committee.

Norm VK3LBA continues to produce a Newsletter of the highest quality. It is not an easy task, but his efforts and professionalism are to be commended. Hopefully we shall be able to find some support for him during the coming year.

The year has seen the clubrooms being open to members on Thursday afternoon, a number of guest speakers at our meetings, a display and discussion on gyrocopters by Paul Bruty, and visits to Skilled Equipment Manufacturing, and to Shepparton where the tour of Radio Australia and the hospitality of the Shepparton Amateurs, were much appreciated.

The construction nights have lapsed during the Winter months, but I am sure these will be re-activated. The beginnings of a valve bank has been established, and hopefully the antenna system will be updated in the near future. Thanks to all who have assisted their non-technical President on the technical side.

My heartfelt thanks to all on the Committee for their efforts and support and in particular the Treasurer Murray VK3AAI and Secretary Geoff VK3ADB.

Finally my many thanks to all members and XYLs – your hard work, support and endeavours to keep me on the right track have been much appreciated.



The Minutes

BARG ANNUAL GENERAL MEETING - 25th JULY 1997



The AGM for 1997/8 opened at 8.02 pm with President Gordon VK3FGC warmly welcoming all present, and extending best wishes to those unable to attend due to illness.

APOLOGIES were presented on behalf of the following: VK3s AAP, CJH, NIZ, SE, CAZ, CFH, CFB, LBA & Val, NAY, JFL, KQQ & N9NAY. Moved DMK Sec.HWK.

THE MINUTES of the AGM held on the 26th July 1996 were read (and with the "correction of apologies" moved CIZ / FMC to read CAZ/FMC) and confirmed. Moved LDC Sec. DCS

PRESIDENT'S REPORT: President Gordon elaborated on the years activities and expressed heartfelt appreciation of Member support during this second term of office. (See full copy of report presented in July Newsletter.) Special comment was made of JOTA activities and contribution from George VK3DOK. Moved FGC Sec AAI

TREASURER'S REPORT: was also presented and accepted "subject to pending audit" Moved AAI Sec FGC

RECOMMENDATION: That annual subscriptions remain as is for the next financial year. Moved AAI Sec DMK

PRESENTATIONS: of Certificates by President Gordon for performances in BARG Weekly 2M Scramble. These were awarded to: 1996, 7 Champion - Reg Carter VK3CAZ
Runner Up - Daryl Quirk VK3XDQ
"Earth Stake" award - George Fowler VK3DOK.

President Gordon expressed appreciation for support of all club activities and contributions during the year. He then declared all offices vacant.

RETURNING OFFICER Past President Gordon was requested to act as Returning Officer. He then called for nominations.

ELECTIONS: The election was duly held and new officers elected unopposed for the 1997/98 year. (See attached list.)

RECOMMENDATION: That Jeff VK3LU and Bob VK3BNC be again appointed to audit BARG financial records. Moved FGC Sec BVI

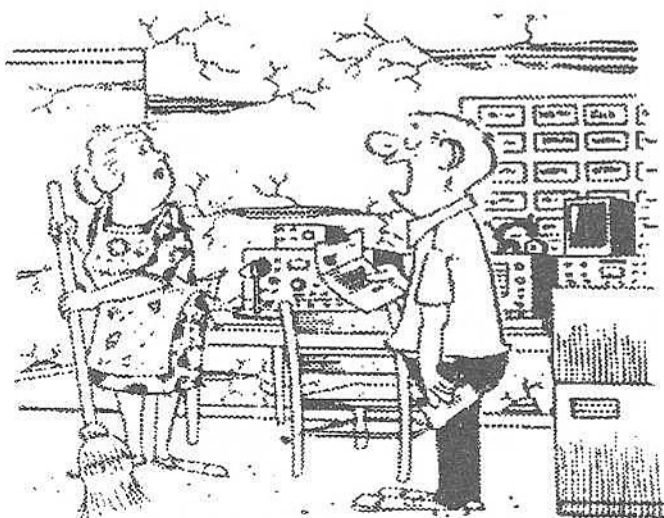
RECOMMENDATION: That the Annual General Meeting shall be held on the last Friday in August each year, with the closing of the Club year remaining on the 30th. June each year. Moved FGC Sec AAI

INCOMING PRESIDENT: Members were elated when Mary VK3FMC accepted the nomination of BARG President for 1997/98. It was a specially "historical moment" for BARG as Mary is the first "First Lady" of the Club, and is assured of receiving the full support of all members. Congratulations, and "Well Done" Mary.

Clem VK3BVI presented Past President Gordon with a Certificate recognising his term as President for 1996/97.

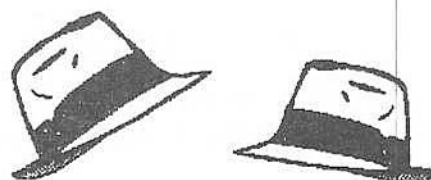
The AGM concluded at 8.55pm.

6 98/08



"But Helen, Do you know what it will mean if the Electric Company cuts off the power?"

Ha's My Boy

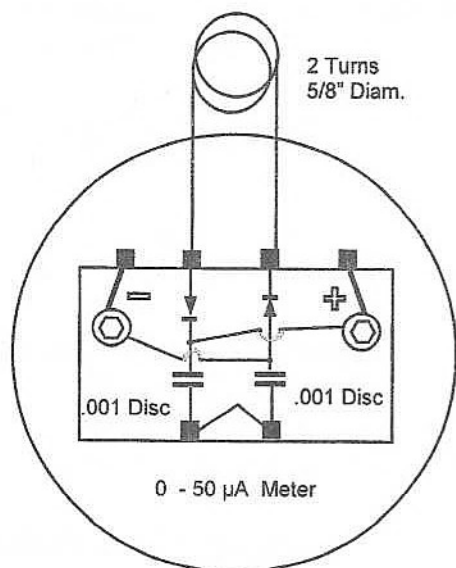


"The wedding photographer told her to look natural"

"So she posed with her hand on my wallet!"

B.A.R.G.

F. SNIFFER



Stan VK3SE suggests you try this simple but effective sniffer project. Tnks Stan.

Fit a double sided Tag Strip directly on to the Meter terminals.

Diodes – Germanium types are best but 4148 will work.

Meter – 0 – 50 μ A Meter is best for good sensitivity.

73 de Stan VK3SE

IT'S THAT TIME AGAIN!!

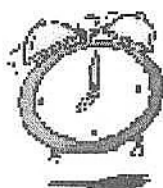
MEMBERSHIP SUBSCRIPTIONS TO
B.A.R.G.

BECOME DUE ON AUGUST 1 ST. 1998.

Membership \$25.00

Family Membership \$40.00

Mail to: P.O. Box 1261 – Mail Centre – Ballarat 3354



PLEASE NOTE – OCTOBER MEETING

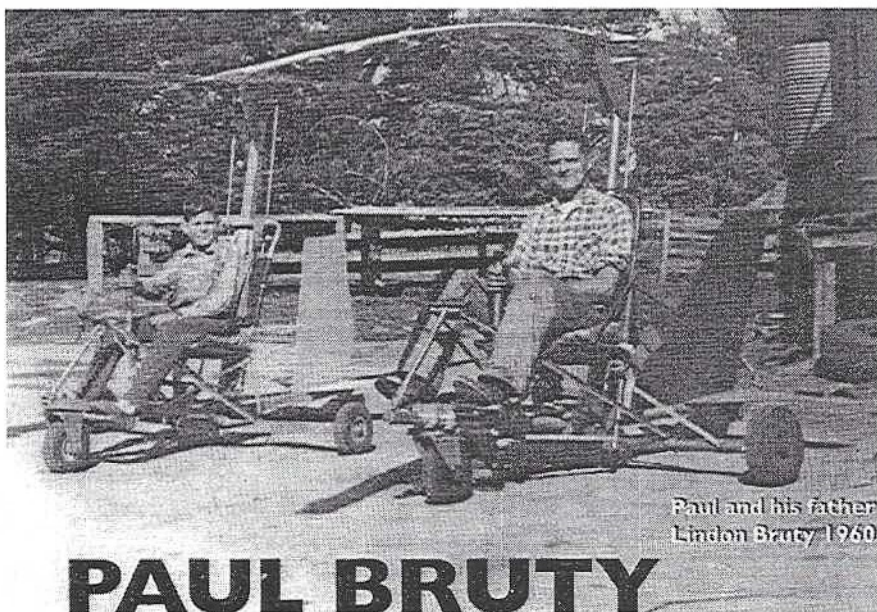
The October General Meeting will be brought forward to the 23 rd October

PAUL BRUTY VK3BWC

Paul is interviewed by Angela Smith

Paul relates back to when he was about twelve years old when his father who had always been keen on flying, but had never as yet had the opportunity, bought a Benson Gyro Glider.

The Gyro was picked up from Melbourne. It came with the Benson book 'Learn to Fly' and of course a generation ago, people seemed to have more patience, and would take perhaps six months to achieve flight, whereas nowadays everybody wants to do it yesterday.



Paul and his father
Lindon Bruty 1960

PAUL BRUTY

GYROS THEN AND NOW!

When we arrived home, mum said that she wasn't going to have a bar of it, and of course on the farm at twelve years old, I could drive a vehicle as well as anyone. I drove the car and dad was in the Gyroglider with about a hundred feet of rope on the back, and he learned to fly it, then we swapped around, he drove the car and I learned to fly. This would have been around 1961 or 1962.

Soon we became a bit more adventurous and we would drive around the gravel roads. I would drive the car at the age of twelve, slide around the corner, dad would be like a water skier going out to keep his air speed up.

We used to do this sort of thing then, but if somebody said they were going to do it today, well of course we would stop them. But then this was back in the pioneering days of old Gyro Planes.

So then dad eventually put a motor on, and I can remember him one winter, just hopping along the paddock for about three months in the cold wet winter up near Ballarat, about 10 to 50 feet. He would land

at the other end, taxi back, and would be quite pleased with himself. I remember him saying to mum "Come down and have a look!" which she did, and she actually got in. The plane took off and landed at the other end and then taxied back. Dad looked very proud of himself.

"You don't sort of fly around?" said mum, mmm, said dad, "well maybe it's time to start now", and at that point he did his first circuit and flew.

For the next couple of years he did about 70 - 80 hours having numerous two-stroke failures in the mycolic drone engines that were around in those days. He also bent a couple of sets of blades, and kept adding brakes which made everything too heavy, he just didn't know what aviation was about!

Anyway eventually, he decided that he would learn to fly real aeroplanes, and I think he learned in a Cessna in 1964 at Ballarat Aero Club, and I started there also the following year at age sixteen in a Victor. By my seventeenth birthday, I had my

licence, which was a licence to fly, but I could not yet drive at this stage.

I was at home on the farm, and was really interested only in flying and working the farm. I studied all my commercial exams and passed. I was about to do Commercial Flying at the age of twenty, and had just been up through the centre in a 182 with three friends when I came back to find I had diabetes, and that sort of threw a spanner in the works. No GA allowed with that sort of thing, so I gave flying away for about eleven years, left the farm, got married and settled down.

Gyro planes and Ultralights had started to happen at this stage, and dad was still into flying. He built a Bob Hoge Wing Ding, and got hold of a Gyrocopter and tried to get it going.

He did manage to have a bit of a fly in it. Naturally I wanted to see what was happening, so I went outside to find a two seater being towed behind the car. I hopped in and went for two trips down the paddock. Eleven years of getting this bug out of my system, and guess what? - back into it again!

So out into the shed at the motel, building and grinding, drilling holes etc, and got mobile around 1982, and I've been flying powered ever since.

In those days there were not too many fatalities, the planes were heavier weight machines, and you had to be fairly experienced in doing a lot of hops along the ground, so much so, that you eventually got enough expertise to get it out of ground effect and fly a circuit. Quite a lot of rotor blades got bent, but no-one was ever killed.

Then came the advent of the two-stroke engine, the Rotax. They blamed the Air Command as being a fatality machine, but it was really the two-stroke power to weight ratio. People could actually get into the air without any knowledge at all.



Gyrogliding behind a car - 1960

9/8/08 8

PAUL BRUTY VK3BWC

Continued from previous page.

It was bad luck if they happened to get in on their first flight, the next thing they'd be at 300 ft, and couldn't fly.

It was then I realised that I would have to do something about two-seat training with the advent of this 2-stroke 532 engine. I built a home made 2-seater, and got it working reasonably well, and then imported an Air Command so that I had something that was the best available in the world, as we were basically in an illegal situation at that time to help people so they wouldn't kill themselves.

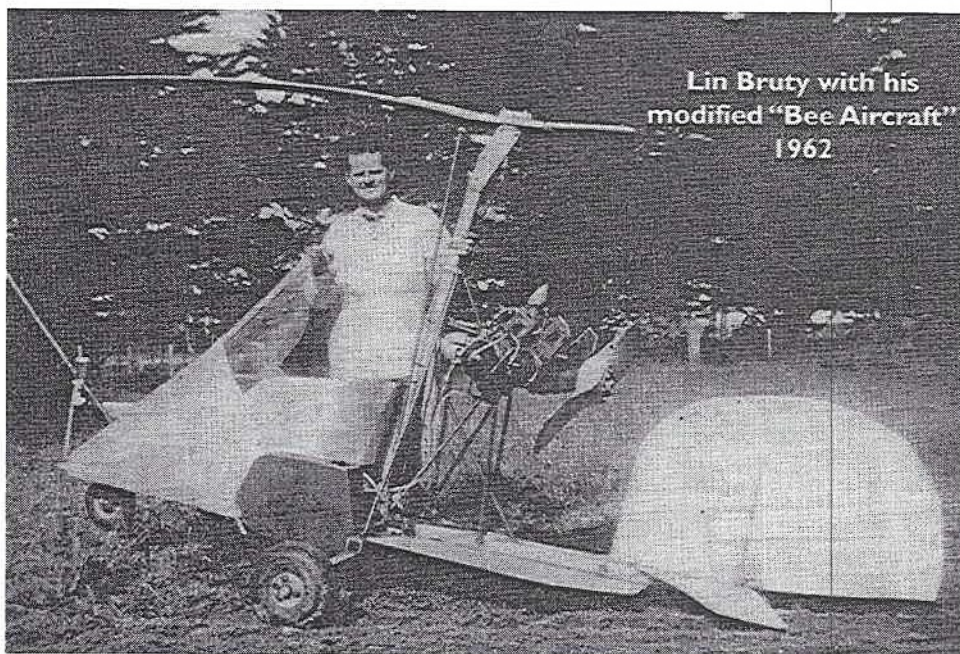
I am a great believer in following the rules, so if the rule is wrong then I don't mind bending it as long as I'm in the process of getting the rule changed and so I took on the National Presidency of ASRA, and within three months I had a new air navigation order that allowed us to train legally in two place gyro planes. That was the greatest advance that we had to saving lives. We now have very few fatalities, and wouldn't average one a year in the continent, and usually that's due to someone perhaps having a heart attack, a guy running into some trees through his own fault, being silly. People will always do things like that.

So we've got the fatality rate back to an acceptable level and people still of course recall the earlier years when they were falling out of the sky every six or eight weeks. Once I got that going, and of course all the politics involved, I have just been training people for the last few years, and with my open frame two-place, I have trained a lot of people from New Zealand, Malaysia and all over Australia

The rules then changed, and we had to upgrade our two-seaters to a new set of standards equivalent to the Jabiru style AUF certification. I decided to import from Canada the RAF Rotary Air Force 2000 that I'm flying at the moment. That's been great fun because it's been certified under a permit to fly in England, meets the Australian certification standards easily, and has saved me a lot of work having to develop flight manuals as this comes with it's flight manuals and all the legal documents that CASA require.



1978 - LIN BRUTY FLYING A WING DING.



Lin Bruty with his
modified "Bee Aircraft"
1962

So now this is the first fully approved two-seat gyro plane in the country. We've got exemption that will now allow every RAF that comes in, if it is inspected by myself as per the factory drawings and tested that they will all come under that certification, which means now that we can have a passenger carrying endorsement, which is something that we couldn't have in the past. We had to become instructors to carry a passenger. We are now evolving into what the ultralights did about five or six years ago, where somebody can use it as a general touring aircraft into licensed airfields up to 5000 feet, and take their friends for a fly.

So that is basically what's happened

over the last number of years. These days now ASRA, which is the controlling body under the umbrella of CASA, to look after Gyroplanes. We now have training syllabus, all the necessary documentation and training instructors for people to learn to fly correctly and safely, and be out enjoying their flying.

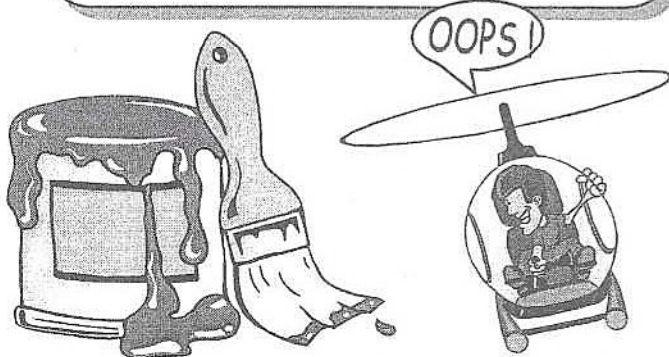
I've thoroughly enjoyed the last eight years in particular getting the two-seaters legal and up and running. Now we are becoming part of the general aviation and fellowship, and are not looked upon as crackpots when we turn up in our Gyroplane. We are disciplined people with knowledge of the air rules and thoroughly enjoying the air space with everybody else.

We gratefully acknowledge the assistance of Paul Bruty, the "Pacific Flyer" magazine July 1998 edition, and the editor Angela Smith who recorded the above interview, for permission to reprint this article. - Ed.
Should you want to contact Paul re these flying machines write to: P.O. Box 1313. Ballarat Mail Centre. 3354

Paint Right

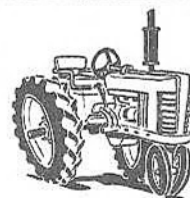
see Paul Bruty - VK3BWC
104 Skipton Street Ballarat
Phone - 5331-1680

*The Paint Specialists
who will assist you
with all of your
Painting Problems*



B.A.R.G. is indebted to Paint Right for their help with the supply of paint for the Airport Clubrooms. You may like to support them when you next "slap on a bit of paint".

Hewitt & Whitty



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QUALITY CASTROL PRODUCTS



GLASS & CHROME CLEANER
500 ml spray

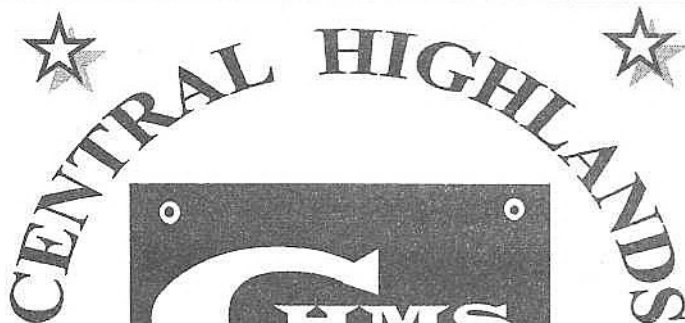
CARECLEAN PLUS Hand Cleaner
100 gm. Tubes

WINDSCREEN WASHER
CONCENTRATE
500 ml.

ENGINE DEGREASER
400 gm. Aerosol and 1 ltr. Tins.

DWF for TIGHT NUTS.

Bill VK3PH
73



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B.A.R.G. HAMVENTION '98

Ballarat Showgrounds
Wool Pavilion

24th & 25th October 1998

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98/08

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COMING EVENTS.

Friday 28 th August – Annual Meeting.
 Friday 25th September –General Meeting
 Friday 23rd October General Meeting – Note: Brought Forward from 30th Oct.
 Sat./Sun. 24th & 25th October – Hamvention 98.
 Sunday Nights. 2M Scramble - 6.50pm. 146.425 to 146.600 MHz.
 Thursday Nights- Club Net - 3.610 MHz. - 8pm (8.30pm in Daylight Saving)
 4th. Wednesday each month -WICEN Training nights.
 Thursdays 2 pm – Daytime get together – Clubrooms.
 First Thursday each month –Amenities sub-committee meet.

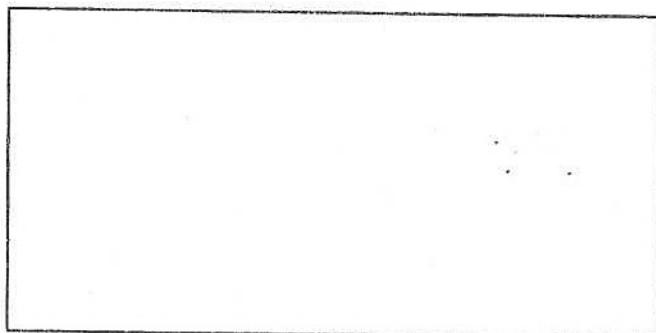
B.A.R.G.

The Ballarat Amateur Radio Group Inc.

A group of radio enthusiasts licensed to experiment with
local and international radio communications on an amateur basis.

NEW MEMBERS ALWAYS WELCOME.

OFFICIAL NEWSLETTER OF THE BALLARAT AMATEUR RADIO GROUP INC.



NEWS

B.A.R.G.

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